

# BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

## MINUTES

MEETING OF WEDNESDAY, SEPTEMBER 27, 2006

### MEMBERS PRESENT

Brett Bibeau  
Claudia Schmid  
Christine Leduc  
Amado Leon  
Ted Silver  
Eric Tullberg

### MEMBERS ABSENT

Susan Kairalla  
Gabrielle Redfern  
Larry Thorson  
Louis Foster

### OTHERS PRESENT

David Henderson, Staff  
Jae Manzella, Staff  
Priscilla Morales, M-DPW  
Maria Echeverry – Miami Bch. PW  
Herb Hiller, East Coast Grnwy. All.  
Nadejda Mishkovsky, ICMA

The meeting began at 5:32 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- DH: Informed the group that Mr. Cohen would not be attending to make his scheduled presentation. Also, PM was present to make a presentation on the SW 27 Av. redesign. ET: <i>Motion approving the revised Agenda; seconded by CS; vote – unanimous.</i>
APPROVAL OF MINUTES	- CS: <i>Motion approving the Minutes of 7/23/6; seconded by ET; vote – unanimous.</i>
SW 27 Av. REDESIGN	- PM: <i>SW 27 Av. is being redesigned to add medians, bike lanes, and continuous sidewalks. Bike lanes will connect the M-Path with Bike Route 1 on Bayshore Dr. The Commissioner has approved the design today.</i> ET: Inquired why the bike lanes do not reach to US-1. PM: Due to ROW limitations; there is a need to include a right turn bay for motor vehicles. <i>There will be revisions to this design; including a bike lane ramp for cyclists to access the widened sidewalk before the intersection.</i> ET: Concerned that this transition would be near an existing gas station, because of the amount of traffic they generate. TS: Some sidewalk transitions/turns are too sharp for cyclists to maneuver easily. PM: Understands; <i>some of them will be modified.</i> CS: Preferred to have the bike lanes continue through the traffic circle. PM: This is the standard for new traffic circle striping. The lane is 15' wide, so it should not be a problem for motorists and cyclists to use at the same time. ET: Concerned that ramps for the wide sidewalks are only 4' wide. PM: <i>Those ramps will be modified to 8' widths.</i> TS: Inquired if local businesses have commented on the project design. PM: Since Grand Av. bike lanes were eliminated through compromise, an agreement was made for bike lanes along SW 27 Av. The group should contact the Downtown Dadeland project manager; cycling in that area is horrible. ET: Suggested signage to remind residents pulling-out of their driveways of the potential for cyclists to be crossing in the area. PM: <i>Will consider this.</i> Not all the signage is included in this set of plans. JM: Suggested the inclusion of zebra striping at heavily-traveled crosswalks. PM: Florida is behind in protecting pedestrians; most states proclaim the pedestrian has the right-of-way once stepping into any roadway. TS: Hopes this project comes to fruition.
EAST COAST GREENWAY	- HH: He has been involved with bicycling since 1977, when he gave-up owning an automobile. He started a bicycle touring company; and understood the need for a

<p>ALLIANCE/ DISCOVER BICYCLING CENTER</p>	<p>bicycling representative in government. He enlisted the aid of (then Governor) Graham's fitness instructor to lobby for such a position. Dan Burden was hired as Florida's 1<sup>st</sup> FDOT Bicycle Coordinator. Within 5 years, Florida was ranked #1 in bicycle program management; including law enforcement, education and engineering. He, himself, has since been active in various advocacy projects; and, most recently, was approached by the ECGA to revive their activities in Florida. The ECGA is more active in the northern states. The entire project encompasses 2950 miles, and Florida will have the longest portion. The intention is an off-road (paved) trail. The ECGA is now focusing on advocating trail building wherever possible in Florida, not just the east coast. Currently Florida has 1 of the 8 nationally-designated "Scenic Trails" for hiking; comprising 1000 miles, with another 300 miles to come. The Suwannee River Trail is also impressive, and has various amenities. Other major greenways range from 30 to over 100 miles in length. These attract millions of visitors each year; bringing great economic benefets for many towns along their way. The National Assoc. of Homebuilders is convinced that typical homebuyers prefer trails in their vicinity, rather than golf courses. Various trail organizations have their main offices in Florida. The State's tourism agency claims the number one request for information at Welcome Stations from people who arrive in Florida by automobile is: where can they ride bikes/where are trails. The ECGA is forming a partnership with the Office of Greenways and Trails and Visit Florida to promote private sector support to build more trails in Florida. The strategy is: if all trails are promoted more, the EC Greenway will become a reality faster. Publix, SunTrust, Progress Energy, and citrus growers are being lobbied. Regarding the Discover Bicycling Center: since everyone is promoting bicycling as a healthy activity, as well as socially and economically beneficial, it is important for people to be confident/safe riders. This is the Florida Bicycling Assoc.'s 1<sup>st</sup> initiative towards this goal. The Center is located in Lake Helen. This city of 3000 has long-supported alternative transportation; they have an equestrian center and many people walk/bike around town. Recent revisions to thier land-use master plan cut the population projection in half to preserve open space. No lawsuits arose over that matter. By design, the FBA cirriculum consists of 6 days/5 nights; they don't feel people can learn enough within a weekend. <i>The 1<sup>st</sup> course will be held on November 12<sup>th</sup>.</i> He asked the group to spread this informatin around.</p> <p>ET: Inquired about the alignment of the EC Greenway.</p> <p>HH: It doesn't necessarily follow the coast, due to ROW limitations. Some areas have developed loops also. A map is available at <a href="http://www.greenway.org">www.greenway.org</a>.</p> <p>TS: Inquired if the Center will be a clearinghouse of information available elsewhere, including touring, safety, etc. Even though it is not their mission, cyclists will contact the Center about such. If not, they should provide contact information to other organizations.</p> <p>HH: Center staff are knowledgable and willing to help cyclists find such information. He has spent much of his recent time here discussing an EC Greenway route through Miami-Dade with the helpful assistance of DH. There are plenty of opportunities and options.</p> <p>TS: The BPAC is fortunate to have such a knowledgable liasion as DH.</p>
<p>MIAMI BEACH BICYCLE PROGRAM UPDATE</p>	<p>- CL: As the Miami Beach Bicycle Coordinator, her mission is to make cycling a safe and viable transportation option; getting more people onto bikes, out of their cars; which leads to a better quality of life, relieves traffic congestion, and improves air quality. The program focuses on 4-Es: Education, Encouragement, Enforcement, and Engineering. Regarding enforcement, the City is striving to adhere to State and County bicycling requirements, as well as incorporate them into the City Code. A bicycle facility design</p>

	<p>manual is being formulated, taking into consideration the City's unique roadway conditions. So far, the City has created 3 bicycle awareness educational programs: bicycle camp, Bike to Work Week, and the monthly community bicycle rides. The bike camp is targeted for children to learn bicycle safety techniques. The 1<sup>st</sup> camp was held last Summer, with 11 children attending. The Police Dept. and PAL donated bikes/helmets for use. Local bike shops donated personnel. <i>The next camp will be in April.</i> Although Bike to Work Week is normally held in May around the nation, <i>the City will hold theirs in March to take advantage of cooler weather.</i> This year So. Fl. Commuter Services assisted with a photo/essay contest; as well as a bicycle commuter survey, with a bike giveaway. DH assisted with the City's bike commuter workshop. For the past 5 years, a local bike shop has been hosting a community bike ride. The City has adopted this free ride, which travels the entire length of the city. Police serve as escorts to eliminate the need to stop at intersections along these 2-hour, morning rides. A Bicycle Master Plan is under development; which includes the Atlantic Greenway Network, linking parks, shops and other destinations. <i>The consultant will be hired soon.</i> Some of the variables include: available ROW, connectivity, directness, and route attractiveness. A main priority is an off-road path along the ocean shore from the city limits to South Pointe. A beachwalk from 14<sup>th</sup> to 21<sup>st</sup> Sts. has been completed fairly recently. This ties-into the Lummus Pk. (Serpentine) path. <i>Within the next few months, a beachwalk from Lummus Pk. to South Pointe will be under design.</i> South Pointe has existing paths that lead around to the bay side, ending at Mac Arthur Cswy. The boardwalk, (where bikes are not allowed), starts at 21 St., north to 46 St.; it only has a 5-year life expectancy. <i>It will be torn-down and replaced with a beachwalk. Various parks will be linked-up. From 64<sup>th</sup> to 79<sup>th</sup> Sts., construction begins within 4 months on the North Beach Recreational Corridor.</i> Contract negotiations are underway for the Dade Blvd. greenway, which will link the Venetian Cswy. to 23<sup>rd</sup> St. bridge; at that point, bike lanes are proposed to link the greenway to the beach. <i>Various bike routes will link neighborhoods to these facilities.</i> One such project is 16 St., where bike lanes may fit into the existing ROW.</p> <p>ME: <i>Bike lanes will be installed while the project streetscape is under design.</i></p> <p>CL: <i>FDOT will include bike lanes along the 5<sup>th</sup> St. project,</i> after requesting City comment on the resurfacing project. Other state roads are under consideration as well. Bike rack placements have been determined at several major destinations. Clear Channel has agreed to pay for them. There are currently only about 4 miles of paths in the city.</p> <p>ME: <i>By the end of the year, this will be doubled.</i></p> <p>BB: Inquired about their estimated costs per mile; as well as funding sources.</p> <p>ME: <i>The consultant will be determining the costs.</i></p> <p>CL: PTP, GO bonds (NBRC), Quality of Life, and Federal High Priority Project funds are all being used. <i>W-Hotel will construct the beachwalk portion fronting their property.</i></p> <p>ME: <i>They are also providing an easement to connect Collins to the beach.</i></p> <p>BB: Inquired how the City convinced Clear Channel not to place ads on the bike racks.</p> <p>CL: They are contracted to provide street furniture in the city. Other amenities have ads.</p>
WALK TO SCHOOL DAY	- DH: <i>This event will be held next week. The main event will be held at Edison Pk. Elementary.</i> This event is held every year; the BPAC already passed a resolution supporting it; and, the participating schools are listed at <a href="http://www.walktoschool.org">www.walktoschool.org</a> .
SO. FL. EAST COAST CORRIDORS STUDIES	- DH: This event was interrupted by the August hurricane. FDOT is reviewing passenger transit service options along the FEC railway from S.P. Clark Ctr. to Jupiter, Florida. Freight movement takes a major diversion at 74 St., so everything south of that is underutilized. This may be an opportunity to include a bikeway south of this point. The

WORKSHOP		flyer in the agenda pkg. provides meeting dates, including one on November 10 <sup>th</sup> in this building. He asked those present to voice their desire for including a bikeway.
UPCOMING STUDIES	-	<p>DH: <i>Several MPO projects are underway, including the M-Path Master Plan. This includes a connection to the Miami River and South Dade Trail.</i></p> <p>BB: The funding documentation (provided previously) ends the MDT project at SW 7 St.</p> <p>DH: <i>He will review this and determine if it needs correction.</i></p> <p>BB: There is about 50' of gap between the existing M-Path and Riverwalk. A fence in the area needs to be taken down.</p> <p>DH: <i>A Master Plan is being developed for the Black Creek Trl. An extension will link L&amp;P Thompson Pk. to the Everglades Trl.</i></p> <p>ET: The trail does not actually link to the park, there is a gap.</p> <p>DH: Funds are available for bike &amp; pedestrian counts. The FDOT made an effort 10 years ago. The idea will provide "Before" counts, prior to major bikeways construction. Perhaps some counts could be made in Miami Beach; 16 St. for example. Hopefully, there will be more counts done in the future. <i>FDOT is undergoing a Krome Av. Master Plan. A scope of services is being made along with the M-DP&amp;R to determine major destinations, access points, amenities and services; as well as issues that may arise. The BPAC will have a chance to provide feedback on all these projects at appropriate times.</i></p>
PRO-WALK - PRO-BIKE	-	<p>DH: This international event is held every 2 years. He participated in a presentation of the GIS pedestrian crash program. There are so many sessions, it is overwhelming. The Los Angeles DOT provides items, such as tire kits and pant cuff ties to their cyclists. <i>He will try to incorporate some of ideas for Miami-Dade residents.</i> Velo Quebec has many interesting ideas. <i>The Florida PW-PB conference will be held in Orlando next August.</i></p>
MISCEL-LANEOUS	-	<p>◆ BB: Read that the Waverly condominium has fenced off a portion of the baywalk they built, and are now asking for an after-the-fact permit. The City's Design Review Board has deferred any action. He is concerned that this may cause a precedent. Suggested having two resolutions; one requesting the Waverly to remove the fence, which blocks public access to the baywalk; the other warning all private developments that pledge public access to have them remain as such. If the Waverly receives approval, it will set precedence for fences to be erected on baywalk, riverwalk, etc.</p> <p>JM: Under the impression that this was a part of the Atlantic Trl.</p> <p>ET: Suggested more generic wording to ensure public access to all greenways, using the Waverly incident as an example.</p> <p>BB: A member could attend the M. Bch. hearing and put the Resolution into the records.</p> <p>TS: Inquired if DH had been notified of this issue.</p> <p>DH: Nothing has been brought to his attention.</p> <p>DH: Inquired if CL had been notified of this issue.</p> <p>CL: Nothing has been brought to her attention.</p> <p>TS: It seems that this is not part of Miami Beach's or Miami-Dade's proposed network.</p> <p>JM: Miami Beach has yet to identify all their existing paths in their Master Plan.</p> <p>TS: The task of the BPAC is to address County issues; the connection to the County's Master Plan is dubious. Although members can, as individuals, go to the meeting.</p> <p>DH: (Reading from the NDGP), the Atlantic Trl. is supposed to run along Alton Rd.</p> <p>JM: Referred to previous discussions with the Miami Beach Bikeways Committee that the City was planning to develop a baywalk.</p> <p>CL: Was not familiar with that project. The city doesn't have ROW.</p> <p>JM: Under the impression that easements would be sought out, and the Waverly was one of the first to agree to participate.</p>

BB: Perhaps their needs to be clarification; yet, he feels the issue and time restraints warrant BPAC intervention today. Miami Beach has an MPO Governing Board representative: Commissioner Steinberg; the City should be notified that the BPAC is concerned with this potential travesty.

TS: It is not a direct MPO issue. The BPAC does not advise other municipalities.

BB: It is part of a greater issue that should be addressed in a timely manner.

TS: As Chairman, he determined that this issue is inappropriate for the BPAC to make official comment upon. If more information in support of such is forthcoming, he would entertain a consensus poll before the public hearing. *He asked CL to research this issue and report back to DH.*

◆ BB: SW 27 Av., north of US-1 was recently reconstructed with very wide medians and streetscape. Inquired why bike lanes were not a part of the project; or why the BPAC was not able to comment on the project.

CS: She met with the FDOT project mgr. afterwards and complained about the difficulty in crossing portions of the corridor because of the medians.

TS: This seems similar to the Sunset Dr. project., from US-1 to SW 67 Av.

BB: FDOT should explain to the BPAC why these projects are not bike friendly.

TS: Inquired how projects do not come before the BPAC.

DH: The FDOT Bicycle/Pedestrian Coordinator is expected to bring these projects forward.

TS: *Requested DH to contact him to make a presentation to the BPAC on the process.*

CS: Was told that there is still an opportunity to provide curb-cuts for cyclists to use.

◆ BB: Inquired of attempts to hold BPAC meetings in the Commission Chambers and be televised. This would bring public awareness to a much greater level.

DH: This would require changing the day BPAC meetings are held, because they conflict with CTAC.

◆ *NOTE: DUE TO MECHANICAL DIFFICULTIES, THE REMAINDER OF THE MEETING WAS NOT RECORDED PROPERLY.*

◆ ET: Performed a survey of conditions along the Coral Reef bikeway. Provided electronic data to anyone interested. Inquired of the official number of this route. Requested an updated list of all bikeways.

JM: Such a list has been drafted.

DH: One of the problems in creating this list is what criteria constitutes a bikeway. Some of those developed in the early 1970's do not meet current standards. For instance: Miller Dr. has some many driveways that create conflict points, it presently would not be constructed along this route.

◆ JH: Inquired about the Commodore Trl. status. Under the impression the project was to receive advanced funding.

DH: Unaware of this change. It is scheduled for construction in 2012.

BB: There may be a chance to shift funds from projects that are not as far advanced.

- *The meeting was adjourned at 7:30 p.m.*